(b) whether it is also a fact that the work on large portions has not been taken up because of delay in survey and also because of delay in sanction of estimates by the Railway Board; and

(c) whether Railways propose to take up the channel work simultaneously,

as these are going to take 2-3 years time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Part detailed estimates have been sanctioned for a stretch of 60 km i.e. 40 km from Agartala end and 20 km from Kumarghat end Contracts for earthwork and minor bridges have been awarded for the entire 60 Km length ana the work is in progress Financial progress of about Rs. 30 cr. has been achieved during 1999-2000.

For 78 km hilly terrain, RITES were awarded the contract in 1997 for carrying out final location survey. Due to inhospitable terrain and insurgency problems, survey is being done under police protection and, therefore, is proceeding at a slow pace. Part report for 18 km length has been submitted by RITES. Survey for balance portion is expected to be completed by end of May, 2000.

(c) The work of tunnels will be taken up after the field survey including geo-technical studies are completed and their design finalised.

Double Lines Between Tirupati-Gudur and Pakala-Dharmavaram

4401. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state :

(a) Wthether priority would be given for laying of double line between Tirupati and Gudur and Pakala and Dharmavaram;

(b) if so, the budgetary provisions therefor; and

(c) the target for completing the projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) On Tirupati-Gudur section, doubling of Gudur-Renigunta section is an approved work which is presently in progress and would be completed in the coming years as per availability of resources. Regarding doubling of Renigunta-Tirupati section, a survey has recently been completed The results of the survey have revealed the cost of doubling of the 10 km. long

line as Rs. 27.57 crores with a Rate of return of 0.44%. The survy report is presently under examination in consultation with the Zonal Railway. Further consideration of the project would be possible on the results are finalised.

Dharmavaram-Pakala is a Metre Gauge line. Gauge Conversion of this line to BG has been approved which would be taken up after obtaining the requisite clearance. The conversion would nearly double the capacity of the line since capacity of Broad Gauge is almost twice that of Metre Gauge. Doubling of the converted Broad Gauge is section would be considered if the level of traffic so warrants.

(b)The budgetary allocations provided during 2000-2001 for the above projects are as under:

(i) Gudur-Renigunta doubling-Rs. 17 crores.

(ii) Dharmavaram-Pakala gauge conversion-Rs. 0.10 crore.

(c)Target for completion of these projects has not yet been fixed. However, 25 km. of Gudur-Renigunta doubling are targeted for completion during 2000- 2001.

Ticketless and Without Reservation Travel in Trains

4402. SHRI C. RAMACHANDRAIAH : Will the Minister of RAILWAYS be pleased to state :

(a) Whether it is a fact that large mobs frequently enter trains in Andhra Pradesh without tickets or reservations, putting genuine passengers to great difficulties;

(b) whether such a phenomenon frequently occurs in Andhra Pradesh;

(c) whether the railways monitor such crowds which have the intention of travelling without tickets and also harass and remove genuine passengers;

(d) whether it is a fact that the railway authorities remain mute spectators in such situations, and

(e) what steps are proposed to ensure that all station masters sound an adequate alert to ensure that law and order is maintained ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH) : (a) and (b) There are some case where the supporters and volunteers of some organisations forcibly enter the trains in